

FIGHTER SQUADRON TWO ONE THREE
FPO SAN FRANCISCO 96601

~~DECLASSIFIED~~

VF-213:JMS:wdn
5750
Ser: 010
10 March 1974

REGISTERED AIR MAIL

~~CONFIDENTIAL~~ (Unclassified upon removal of enclosure (1))

From: Commanding Officer, Fighter Squadron TWO ONE THREE
To: Chief of Naval Operations (OP-05D2)

Subj: Command History; submission of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Squadron History for Calendar Year 1973

1. In accordance with reference (a), enclosure (1) is forwarded as OPNAV Report 5750.1.


R. W. BROWN

Copy to:
CNO (OP-09B9)
CINCPACFLT
COMNAVAIRPAC
COMFITAERWINGPAC

~~CLASSIFIED~~ BY VF-213
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AFTER 1 YEAR
DECLASSIFIED ON 31 MARCH 1975

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BRIEF CHRONOLOGY OF 1973

1 DEC 72	- Aircraft Conditional Evaluation (ACE) Program undertaken. First aircraft inducted (157243)
31 DEC 72	- End of post deployment standdown.
1 JAN 73	- Turnaround training schedule started (classroom)
10 JAN 73	- Began instrument refresher and day AIC aircrew training (simulators and airborne)
16 JAN 73	- Enrolled one aircrew at TOPGUN Fighter Weapons School
20 JAN 73	- Began night AIC aircrew training
1-28 FEB 73	- Day and night AIC training
8 FEB 73	- Aircrew completed Fighter Weapons School
1-16 MAR 73	- Day and night AIC training
13-30 MAR 73	- Air combat maneuvering (ACM) syllabus started
15-30 MAR 73	- Night AIC and proficiency training
1-30 APR 73	- ACM and night AIC training
2 APR 73	- ACE program completed. Last aircraft transferred back to squadron (157254)
1-31 MAY 73	- ACM and night AIC training
29 MAY - 1 JUN 73	- EW and ECM training
4-30 JUN 73	- Conventional weapons training
17-30 JUN 73	- Deployment to NAS Fallon, Nevada for Air Wing Ops and conventional weapons training
1 JUL 73	- Returned to NAS Miramar
3-31 JUL 73	- ACM training
9-26 JUL 73	- FCLP at NAS Miramar for new pilots in preparation for initial F4J CARQUALS
28 JUL - 2 AUG 73	- Initial CARQUAL for seven new pilots aboard USS RANGER
3-10 AUG 73	- FCLP at NAS Miramar
12-16 AUG 73	- Squadron CARQUAL refresher aboard USS KITTY HAWK (all aircrews)
17-21 AUG 73	- Based ashore at NAS Miramar
22-26 AUG 73	- Aboard USS KITTY HAWK for ship Ops refresher
27 AUG - 4 SEP 73	- Based ashore at NAS Miramar

5-10 SEP 73	- Enroute Hawaii for RIMPAC 73 aboard USS KITTY HAWK
10 SEP 73	- Arrived Hawaii
10-12 SEP 73	- Inport Hawaii (Pearl Harbor)
12-20 SEP 73	- RIMPAC 73 (in Hawaii Ops area)
20-22 SEP 73	- Inport Hawaii (Pearl Harbor)
22-30 SEP 73	- Enroute San Diego
30 SEP 73	- Arrived San Diego
31 SEP - 2 OCT 73	- Squadron moved ashore at NAS Miramar
3-8 OCT 73	- Local training at NAS Miramar
9-17 OCT 73	- WEPTRAEX (Deployed aboard USS KITTY HAWK in San Diego Carrier Ops area)
18-28 OCT 73	- Based ashore at NAS Miramar
29 OCT - 4 NOV 73	- Operational Readiness Evaluation aboard USS KITTY HAWK
5-22 NOV 73	- Ashore at NAS Miramar
18-22 NOV 73	- Final preparations for cruise and squadron movement aboard KITTY HAWK
23 NOV 74	- Departed CONUS for WESTPAC aboard KITTY HAWK
24-29 NOV 73	- Enroute Hawaii
29 NOV - 1 DEC 73	- Inport Hawaii
2 DEC 73	- Departed Hawaii for Subic Bay
3-14 DEC 73	- Enroute Subic Bay
15-28 DEC 73	- Inport Subic Bay
29-31 DEC 73	- Local Carrier Ops

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HISTORY 1973

COMMAND ORGANIZATION AND RELATIONS

Fighter Squadron TWO THIRTEEN is a component of Carrier Air Wing ELEVEN and is homeported at the Naval Air Station Miramar, California. The primary mission of this McDonnell Douglas F4J equipped Fighter Squadron is to provide all-weather air superiority for the fleet. The secondary mission of the squadron is to supplement the Air Wing attack capabilities for conventional weapons delivery. Commander Robert L. Gilbert, USN was the Commanding Officer from 20 June 1972 until his relief on 15 June 1973 by Commander Roger W. Brown, USN during ceremonies held at NAS Miramar.

OPERATIONS

The beginning of calendar year 1973 denoted the start of turnaround training for VF-213. Due to the December influx of seven new fleet pilots and three RIO's, an especially intensive and comprehensive training schedule was undertaken. Simultaneously, the squadron's maintenance department was tasked as the first Navy F4J squadron to institute the Aircraft Conditional Evaluation (ACE) Program. The ACE program was initiated 1 December 1972 and completed 2 April 1973 with a sizeable overall saving in manhours and maintenance costs for the Navy. At the Squadron level, the ACE program, encompassing as many as six aircraft at one time, heavily taxed the maintenance effort and significantly lowered aircraft availability for the period from December 1972 through April 1973. Flight hours were limited as a direct result, and airborne training was temporarily diminished. In an attempt to counter these effects, aircrew training was maximized by careful scheduling and conscientious utilization of each flight hour.

In April, after the ACE program had been successfully completed and the squadron's aircraft were nearing full systems status, the Black Lions were selected to acquire VTAS (Visual Target Acquisition System) equipped aircraft. This transition meant transfer of the entire aircraft inventory. A timetable of aircraft transfers was coordinated with VF-121, calling for the exchange of aircraft over a six month period. The first VTAS equipped aircraft (BUNO 155881) was received from VF-121 on 11 April and transfers continued into late September. Once again the maintenance department was called upon to rejuvenate a complete squadron of aircraft and responded with outstanding results. By early June, the squadron possessed eight VTAS equipped, full systems capable aircraft, due largely to the persistence and expertise of the maintenance department.

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On June 17th, VF-213 with eight aircraft deployed to NAS Fallon, Nevada as an element of Air Wing ELEVEN for conventional weapons training and Air Wing workup. On each flight the Black Lion aircraft were configured with a 600 gallon centerline tank and a complement of MK-76 practice bombs or conventional live ordnance (MK-82's or rockets). In addition to ordnance delivery, aircrews participated in EW, ACM, photo escort, and air wing ALPHA Strike Training. During the two week deployment, VF-213 completed 100% of its scheduled sorties and once again demonstrated the expert airmanship and skills characteristic of the fighting Black Lions.

Shortly after a 1 July return to NAS Miramar, the seven new pilots began a schedule of day and night FMLP's (Field Mirror Landing Practice) to prepare for their initial CARQUAL's in the F4J. Each pilot was exposed to different situations and approaches anticipated during carrier operations and accumulated an average of 18 practice periods or about 140 FMLP's. On 27 July, these pilots went aboard USS RANGER to demonstrate their skills while temporarily assigned to the VF-121 CARQUAL detachment. Poor weather and limited time allocation prevented the complete qualification of all pilots, yet each was given his first taste of Phantom II performance around the ship, under both day and night conditions.

August marked the beginning of the squadron workup for shipboard operations. FMLP's at NAS Miramar prepared the Black Lions for the 16 August CQ refresher deployment aboard USS KITTY HAWK. All aircrews participated and totally qualified, each with fine individual performances. A total of 49 day and 36 night arrestments were logged by VF-213 during the five day period.

The Fighting Black Lions again deployed aboard USS KITTY HAWK on 5 September to participate in RIMPAC 1973, a multi-national Pacific Ocean exercise. Once in the Hawaiian Island Operating area, the VF-213 crews flew a diversified schedule and excelled in every area. During the nine day period (12-20 Sep) marking the time frame of the simulated "Blue Water War," the squadron met every commitment, flying 133 hours and simulating the shooting down of a total of 27 Orange Force (enemy) aircraft. Two aircrews achieved the status of RIMPAC "ACES" by collecting five "kills" apiece, the only KITTY HAWK fliers to achieve such status during the exercise.

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After ten days of land-based activities at NAS Miramar, VF-213 rejoined the KITTY HAWK on 9 October for nine days of weapons and weapons systems testing in the local carrier operating area. For the Black Lions, it was a formal pre-cruise WEPTRAEX. The squadron's ordnance team commenced graded exercises to demonstrate its prowess in the loading of all F4J-carried conventional air-to-ground and air-to-air weapons. (b) (3) (A)

The maintenance team in every evolution was cited for its professionalism, its attention to safety and its high morale. The aircrews likewise played a key role in the achievement of the outstanding rating awarded to the squadron. On 9 October, the first day of the WEPTRAEX, two separate sections of Black Lion aircraft were launched against single A-4's from the Navy Fighter Weapons School. In both engagements VF-213 aircraft scored simulated kills on their mongooos opponent. Those involved in this initial exercise set the precedent for the remainder of the WEPTRAEX by earning excellent ACM scores of 85 and 90. On 15 October, an air-to-air missile shoot was conducted in the Pacific Missile Range off Point M. Two Black Lion aircraft were launched, each carrying two AIM-9B (Sidewinder) missiles. Achieving a visual sighting, the wing aircraft maneuvered to the six o'clock position of the target, launched its AIM-9B at the maneuvering BQM-34 and scored a direct hit, knocking the target out of the air. For this achievement, the aircrew received a plaque and congratulatory letter from the Teledyne Ryan Corporation. The WEPTRAEX was overall outstanding success for VF-213, and a satisfying return on the many training hours spent in preparation.

On 29 October, the final set of inspections were begun on board USS KITTY HAWK prior to the anticipated November WESTPAC deployment. During its Operation Readiness Evaluation (ORE) VF-213 was watched and graded on every evolution associated with carrier aviation and maintenance for seven days. These evolutions included carrier catapult and landing techniques, ALPHA strike procedures, air-to-air refueling, ordnance delivery, airborne radar and intercept proficiency, aircrew knowledge of the aircraft and its systems, and overall safety practices. In addition, plane captain and ordnance team procedures, maintenance practices and documentation, and a myriad of maintenance functions were scrutinized and evaluated. During this time period, 67 sorties were flown, accumulating 104.0 flight hours and 68 arrested landings. When the evaluation was complete, VF-213 was awarded a score of 92, which once again reinforced the Black Lion's reputation as a top fighter squadron.

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Final land-based preparations for the WESTPAC cruise occupied the first three weeks of November. To reduce the crowded deck loading on USS KITTY HAWK resulting from the newly initiated CV carrier concept, VF-213 was directed to reduce its inventory from twelve to ten aircraft. The two aircraft (BUNOs 158352 and 155872) were transferred on November 14 and 16 respectively. Then, with its ten aircraft and personnel aboard USS KITTY HAWK, VF-213 departed CONUS on 23 November for its eighth WESTPAC cruise.

During a portion of the transit from Hawaii to Subic Bay, VF-213 was placed on ALERT 5 posture in anticipation of a possible Soviet aircraft overflight. The aircraft were configured with a 600 gallon centerline tank, 2 AIM-7E-2 missiles on the aft fuselage stations and 1 AIM-9G missile on each inboard wing station. Then at 1600, 6 December, two sections of Black Lion aircraft were launched to intercept and escort a Russian Bear reconnaissance aircraft approaching the ship. The intercept was accomplished at a range over 100 miles from KITTY HAWK, and aircraft NH-106 and NH-102 rendezvoused on the Bear as briefed. When the Bear had turned away from the ship and posed no further threat, the aircraft were cleared to return to homeplate.

After a fourteen day inport period, the Black Lions departed Subic Bay 29 December for the local operations area. The end of calendar year 1973 found VF-213 participating in CARQUAL and carrier ops refresher in anticipation of a forthcoming Indian Ocean deployment.

The officers and men of Fighter Squadron TWO THIRTEEN are proud of their many achievements during calendar year 1973. Equipped with the Navy's F4J aircraft and highly polished fighter crews, the "Black Lions" fulfilled all assigned missions while upholding its reputation as the finest fighter squadron in the United States Navy.

SPECIAL TOPICS

Safety 1973

1. Total hours flown: 1967.8
 day: 1466.4
 night: 501.4
2. CVA landings:
 day: 207
 night: 162
 total: 369
3. Aircraft Accidents - one major aircraft accident occurred
 a. 1-72A LT (b) (6) ENS (b) (6) Operational
 training accident on 7 August 1973, aircraft 155886

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CONTRIBUTIONS/ACHIEVEMENTS

The "Black Lions" of VF-213 were involved in a number of notable achievements and contributions during calendar year 1973. VF-213 was tasked as the first Navy F4E squadron to undertake the ACE (Aircraft Conditional Evaluation) Program. The ACE program encompassed six of the squadron's twelve aircraft. The ACE field team inspected each of the six aircraft and listed a total of 1850 discrepancies, of which they worked off 510. The remaining 1240 were repaired by the Black Lion maintenance department requiring 4473 man-hours of labor. Several of these repairs included functions that were normally performed at the depot level. These included replacing EHC ducts and valves, and the repair and replacement of stabilator torque box skin and outer wing panel skin. An overall saving of \$600,000 was realized and documented by the Naval Air Rework Facility by employing the ACE program instead of the normal PAR cycle. All of this sum could be directly attributed to the efforts on the part of the VF-213 maintenance department.

During the first six months of 1973, the Black Lions devoted an incredible 9500 manhours to the area of formal classroom maintenance training. This school time included all aspects of specialized technical learning and supervisory indoctrination. At the same time, VF-213 was actively engaged in the process of adopting the Command Development method of leadership enhancement and human resource management. The squadron undertook and completed the first seven steps of the plan, in November convening the CAP (Command Action Plan) session. The principles and guidelines learned in that meeting are still being applied within the squadron today. In this endeavor, VF-213 was the first West Coast Fighter Squadron to implement the CNO-endorsed HRO (Human Resource Development) Plan. During the six months at NAS Miramar, the Black Lions invested a total of 13,000 manhours of formal training in the areas of technical and supervisory skills, leadership and human resource management, and Upwards training. The annual total exceeded 15,000 manhours.

For the months of March, April, May and June, the squadron was the proud owner of the NAS Miramar Betsy Award. The award is given as an "official recognition for outstanding achievement in proper, safe operation and daily maintenance of assigned ground support equipment."

The Black Lions were selected in April to receive VTAS (Visual Target Acquisition System) equipped aircraft. The first aircraft was received from VF-121 on 11 April. On 21 September, VF-213 received the twelfth and final VTAS aircraft. This system allows the pilot, with the aid of a special helmet, to slave the radar antenna to his own line of sight and initiate automatic radar tracking from a visual sighting.

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The system permits rapid target acquisition and AIM-7 launches in a dogfight environment. This change gave the fighting Black Lions one of the most technologically advanced weapons systems in the world today.

Due to the turnaround status and limited carrier activity few historical landings were recorded. Still, LCDR (b) (6) was able to record his 600th and his RIO, ENS (b) (6) his 1st carrier landing on the same flight.

All in all, 1973 proved to be a highly successful year for the "Black Lions" of VF-213 giving sustenance to the many hours spent briefing and flying during the diversified operations and resulting in "Black Lion" aircrews being considered the finest in the fleet.

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FIGHTER SQUADRON TWO ONE THREE
FPO SAN FRANCISCO 96601
COMMANDING OFFICER'S BIOGRAPHY
COMMANDER ROGER W. BROWN JR.

Commander Roger W. Brown Jr., the son of (b) (6) was born in (b) (6). He attended the (b) (6) where he earned his B.S. Degree. In September 1956, he entered the Navy under the Aviation Officers Candidate Program at NAS Pensacola, Florida and was commissioned an Ensign in February 1957. He was designated a Naval Aviator on 6 June 1958.

His first set of orders as a Naval Aviator were to VF-121 where as a student he flew the FJ-3. In January 1959 he reported to VF-124, via VF-24, where as a student he transitioned to the F-8U. Upon completion of training in December of 1959 he reported to VF-211, serving as Personnel Officer flying the F-8U-1 and completing a deployment to the Western Pacific aboard USS LEXINGTON in 1960-61.

In December of 1961 Commander Brown reported to VF-174 where, as AIO/Material Control Officer, he also served as a flight instructor. From November 1964 to May 1965 Commander Brown was stationed in France assisting the French Navy in their transition to the F-8E-FN aircraft.

Returning to a training status in June 1965 Commander Brown reported to VF-101 when he transitioned to the F-4B aircraft. Upon completion of training in November 1965 he reported to VF-32 and served as Assistant Maintenance/Administration Officer. In June of 1966 he deployed again to the Western Pacific aboard USS ROOSEVELT, completing the cruise in January of 1967.

After a five month Mediterranean cruise, Commander Brown reported to CVW-2 where he served as the Operations Officer, making a brief cruise to WESTPAC in April and a full cruise in October of 1968 aboard USS RANGER. In October of 1969 he reported to OPNAV in Washington, D.C. where he served with a CNO study group in OP86 until November of 1971.

Commander Brown reported to Fighter Squadron TWO ONE THREE as Executive Officer in July 1972 aboard USS KITTY HAWK where he completed the combat tour with the squadron. In June of 1973 Commander Brown assumed Command of Fighter Squadron TWO ONE THREE. To date he has earned fifteen Air Medals and two Navy Commendation Medals.

Commander Brown is married to the former (b) (6) of (b) (6) and resides with their children (b) (6) and (b) (6) at (b) (6).

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FIGHTER SQUADRON TWO ONE THREE
FPO SAN FRANCISCO 96601
EXECUTIVE OFFICER'S BIOGRAPHY
COMMANDER ROBERT I. HEISNER JR

Commander Robert I. Heisner Jr., the son of (b) (6) was born in (b) (6). He attended (b) (6) and the U.S. Naval Academy, receiving his Commission as an Ensign in July of 1957. He was designated a Naval Aviator in November 1958.

His first set of orders as a Naval Aviator were to VS-23 at NAS Los Alamitos, flying the S-2, where he made one WESTPAC cruise aboard the USS YORKTOWN. Completing this tour of duty in August 1960, he was ordered to Anti-submarine Squadron TWENTY FIVE at NAS North Island, serving as LSO and Assistant Operations Officer, flying the S-2F, where he also completed his second WESTPAC cruise aboard the USS YORKTOWN.

In February of 1962 Commander Heisner reported to Carrier Anti-submarine Group FIFTY FIVE where he served as CAG LSO, again flying in the S-2F and also completing another WESTPAC cruise aboard the USS YORKTOWN. In May of 1963 Commander Heisner reported to NATC Patuxent River where he served as a test pilot, flying various types of aircraft including the F-1, F-4, F-5, F-6, F-8 and F-9.

Following completion of his tour at Patuxent River, Commander Heisner reported to VF-124 where, in a training status he completed his transition to the F-8 aircraft. Following completion of his training, he reported to VF-53 where he served as Administrative Officer, Maintenance Officer and Operations Officer, flying the F-8E.

In 1968 Commander Heisner reported aboard VX-4 at NAS Pt. Mugu where he served as Maintenance Officer, Chief Projects Officer and Officer in Charge of Guided Missile Unit 41. Following completion of his term he reported to VF-124 where he assumed the duties of Executive Officer, flying the F-8 Crusader.

Commander Heisner reported to Fighter Squadron TWO ONE THREE as Executive Officer in June 1973 at NAS Miramar where the squadron was awaiting its upcoming cruise. To date, he has earned the Meritorious Unit Commendation while at VX-4, Navy Unit Commendation, 13 Strike/Flight Air Medals, and 4 Individual Air Medals along with the Navy Commendation Medal.

Commander Heisner is married to the former (b) (6) of (b) (6) and resides with their children, (b) (6) (b) (6) at (b) (6)

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FIGHTER SQUADRON TWO ONE THREE FLIGHT SUMMARY

FLIGHT HOURS (JAN-DEC 1973)

	<u>DAY</u>	<u>NIGHT</u>	<u>TOTAL</u>
JAN	124.7	27.6	152.3
FEB	107.0	56.8	163.8
MAR	111.8	20.2	132.0
APR	108.4	1.2	109.6
MAY	143.7	12.6	156.3
JUN	310.5	12.6	323.1
JUL	90.0	134.2	224.2
AUG	72.0	29.5	101.5
SEP	90.0	42.1	132.1
OCT	180.8	102.0	282.8
NOV	59.4	34.1	93.5
DEC	68.1	28.5	96.6
TOTAL	1466.4	501.4	1967.8

ARRESTED LANDINGS

<u>DAY</u>	<u>NIGHT</u>
0	0
0	0
0	0
0	0
0	0
0	0
0	0
52	36
44	26
79	72
11	11
21	17
207	162

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AIRCRAFT IN VF-213 INVENTORY DURING 1973

AS OF 1 JAN 1973:

F4J 157272
157265
157242
157243
157247
157251
157254
157255
155808
155764
155832
155849

TRANSFERS:

F4J 157242 TX TO VF-121 5 FEB 73
157246 RX FROM VF-114 6 FEB 73
155805 TX TO VF-121 21 FEB 73
155901 RX FROM VF-114 21 FEB 73
155764 TX TO VF-121 22 MAR 73
155832 TX TO VF-114 30 MAR 73
155881 RX FROM VF-121 11 APR 73
155901 TX TO VF-121 13 APR 73
155572 RX FROM VF-121 19 APR 73
157255 TX TO VF-121 25 APR 73
155575 RX FROM VF-121 3 MAY 73
157265 TX TO VF-121 9 MAY 73
155849 TX TO VF-121 15 MAY 73
155876 RX FROM VF-121 16 MAY 73
157272 TX TO VF-121 23 MAY 73
155882 RX FROM VF-121 1 JUN 73
157251 TX TO VF-121 5JJUN 73
155880 RX FROM VF-121 13 JUN 73
155559 RX FROM VF-121 20 JUN 73
157246 TX TO VF-121 11 JUL 73
155563 RX FROM VF-121 13 JUL 73
155886 RX FROM VF-121 26 JUL 73
157247 TX TO VF-121 27 JUL 73
155886 OPERATIONAL LOSS 7 AUG 73
153795 RX FROM VF-121 9 AUG 73
157243 TX TO VF-121 14 AUG 73
158352 RX FROM VF-154 20 AUG 73
157254 TX TO VF-142 23 AUG 73
155872 RX FROM VF-121 31 AUG 73
155732 RX FROM VF-121 21 SEP 73
158352 TX TO VF-154 14 NOV 73
155872 TX TO VF-121 16 NOV 73

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AS OF 31 DEC 1973:

F4J 155732
153795
155563
155559
155880
155882
155876
155575
155572
155881

ACE SCHEDULE OF AIRCRAFT TRANSFERS:

	<u>IN</u>	<u>OUT</u>
157243	1 DEC 72 7 FEB 73	5 JAN 73 13 FEB 73
157272	5 DEC 72 5 JAN 73 28 FEB 73	9 DEC 72 24 FEB 73 14 MAR 73
157251	9 DEC 72 21 DEC 72	18 DEC 72 27 MAR 73
157265	13 DEC 72 15 JAN 73 28 FEB 73	21 DEC 72 24 FEB 73 23 MAR 73
157255	14 DEC 72	21 FEB 73
157254	19 DEC 72 5 FEB 73	27 DEC 72 2 APR 73

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HISTORY
OF
FIGHTER SQUADRON TWO ONE THREE
1955 - 1973

Fighter Squadron TWO ONE THREE's distinguished history began on 22 June 1955 when the squadron was commissioned at NAS Moffet Field. The now famous "BLACK LION" insignia consisting of a lion surmounting the constellation Leo against the dark night sky was chosen to depict the courage and tenacity necessary to perform the squadron's mission in the environment in which we work. Assigned the dual and demanding missions of night/all-weather air defense and special weapons delivery, the squadron was initially equipped with the McConnell F-2H3 BANSHEE.

Following an extensive training period, the BLACK LIONS joined Air Wing TWELVE and departed for the Far East on board USS BON HOMME RICHARD (CVA-31) in early August 1956. Shortly after their return from a very successful cruise, the BLACK LIONS became one of the first Navy squadrons to receive the F-4D SKYRAY. This aircraft, then the Navy's finest all-weather interceptor, was a radical change from the BANSHEE both in performance and external appearance. At the time of its introduction to the fleet, the F-4D was the holder of several world speed and climb records.

Deploying aboard USS LEXINGTON (CVA-16), the BLACK LIONS commenced the first of two WESTPAC cruises with the "Ford." Their return from the Far East in February 1960 marked the last operational deployment of the SKYRAY to the Far East.

Home again at Moffet Field, VF-213 swapped the F-4D for the McDonnell F-3H DEMON in March 1960. By November 1960, fully combat ready with their new aircraft, the BLACK LIONS boarded the USS HANCOCK (CVA-19) for their fourth deployment in as many years. Returning in June 1961, the squadron was shifted to NAS Miramar which was destined to become "Fighter Town" home of all "AIRPAC" fighter aircraft. In the various competitions which ensued, VF-213 immediately distinguished itself as the outstanding all-weather fighter squadron. In October of that year, with less than ten aircraft aboard, the squadron flew over 600 hours. A "missile shoot" at Point Mugu the following month established a new Pacific Missile Range record for squadron proficiency.

February 1962 found the BLACK LIONS once more bound for WESTPAC, again aboard USS HANCOCK (CVA-19). The deployment was highlighted by participation in the United States initial support operations in Laos. Prior to their return to CONUS in June, all pilots had qualified as "Centurions" aboard HANCOCK. The next cruise in HANCOCK, June-December 1963,

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rang down the curtain on the DEMON and the BLACK LIONS commenced transition to the F-4 PHANTOM shortly after returning to Miramar. The squadron was assigned a unique version of the PHANTOM, the F-4G, containing data link equipment compatible with shipboard and airborne Tactical Data Systems. An eighteen month training and evaluation period followed during which the BLACK LIONS pioneered and standardized much of the Tactical Data System operations in use today. The BLACK LIONS' first deployment in PHANTOMS, which commenced in November 1965 aboard USS KITTY HAWK (CVA-63), was a combat deployment in the Gulf of Tonkin. In addition to continued operational evaluation of the Tactical Data Systems, the squadron accrued another "First" in the evaluation of the Approach Power Compensator System while supporting United States commitments in North and South Vietnam. This deployment marked the first utilization of the F-4 as a conventional bomber, a role which was destined to mark the PHANTOM as the number one aircraft in the Navy, Air Force and Marine inventory. Returning on June 19, 1966, the BLACK LIONS traded their F-4G's for the latest F-4B's, again equipped with specialized electronic gear which required combat operational evaluation.

Midway through their short turn around training period, the BLACK LIONS operating proficiency and accomplishments were recognized by the receipt of the Chief of Naval Operations Safety Award. In November 1966 we were aboard USS KITTY HAWK again heading for what was now a "hot" war in the Gulf of Tonkin. Notable among the many accomplishments were the destruction of a North Vietnamese "Colt" aircraft, the strikes against Haiphong, Hanoi, Van Dien, Than Hoa and the first United States strike against the Mig base at Kep.

Late June 1967 found the BLACK LIONS back at Miramar readying themselves for their third consecutive combat cruise in less than two years. Despite heavy operating schedules and short turnaround periods, the outstanding readiness of the BLACK LIONS was amply evidenced by the 95.7 received during the Administrative/Material inspection conducted just prior to deployment. The second consecutive Chief of Naval Operations Safety Award presented to the BLACK LIONS reflected the spirit and competence of the entire squadron.

Leaving San Diego in November 1967, the BLACK LIONS arrived on the line the 23rd of December, remaining there until 21 February to set a new record for consecutive days on Yankee Station. During this period, the squadron flew an unprecedented 1633 hours in 917 combat sorties. May 1968 marked the anniversary of our fourth year of PHANTOM operations, primarily in the combat area, without an operational accident; a period during which we have flown over 20,000 hours and made 6000 carrier landings. This is a record unequalled by any operational squadron and certainly envied by all of them. Official recognition of this performance

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came once again as the BLACK LIONS received their third consecutive Chief of Naval Operations Safety Award at ceremonies on the NAS Miramar parade ground shortly after returning to San Diego in June 1968.

After enjoying their first Christmas at home in four years, the BLACK LIONS departed San Diego aboard USS KITTY HAWK for their fourth consecutive deployment in the Gulf of Tonkin. Despite the cessation of bombing in North Vietnam, VF-213 maintained a high tempo of flight operations both in the Gulf of Tonkin and the Yellow Sea, flying 1897 sorties for 3741 flight hours and expending nearly 1000 tons ordnance.

Returning to CONUS in September 1969, the BLACK LIONS began their transition to the F4J, a more powerful and sophisticated version of the PHANTOM II. After completing months of arduous training in all phases of F-4 flying, VF-213 once again moved aboard the USS KITTY HAWK. In November 1970, the ship and air wing departed for another extended deployment in the Southeast Asia war zone. During the cruise, the squadron flew hundreds of missions against the Ho Chi Minh Trail in Laos. The BLACK LIONS also supported the South Vietnamese thrust into Laos and participated in several protective reaction strikes into North Vietnam. For its efforts, the squadron was awarded the Navy Unit Citation and, for its outstanding safety record, it was awarded its fourth CNO Safety Award on returning to CONUS.

After a short and hectic turnaround, the squadron deployed again in USS KITTY HAWK on February 17, 1972 in support of U.S. withdrawal. During the deployment the BLACK LIONS continued to set records. The squadron's aircrews flew over 2100 missions and dropped over 1200 tons of ordnance with seven aircrewmembers accumulating more than 300 missions each. During the deployment the BLACK LIONS also spent a record 188 days on the line.

The year of 1973 gave VF-213 a well-deserved long turnaround and training cycle. In April, after a four month ACE program which had yielded six completely overhauled aircraft, the squadron traded all twelve aircraft to VF-121 in return for twelve VTAS-equipped aircraft. The new aircraft gave the BLACK LIONS the most advanced dog-fight capability and versatility available in the F-4J. In November, VF-213 lowered its inventory to ten aircraft in accordance with the new CV carrier concept requirements and deployed aboard USS KITTY HAWK for the BLACK LIONS eight WESTPAC cruise. The close of 1973 found VF-213 operating in the South China Sea in preparation for an anticipated Indian Ocean deployment.

Enclosure (1)

FIGHTER SQUADRON TWO ONE THREE
FPO SAN FRANCISCO 96601

31 DECEMBER 1973

OFFICER PRECEDENCE LIST

<u>NAME</u>	<u>RANK</u>	<u>SSAN/DESIG</u>
BROWN, ROGER W., JR.	CDR	(b) (6)
MEISNER, ROBERT I., JR.	CDR	
(b) (6)	LCDR	
	LCDR	
	LCDR	
	LCDR	
	LT	
	LT	
	LT	
	LT	
	LT	
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	LTJG	
	LTJG	
	LTJG	
	LTJG	
	LTJG	
	ENS	
	WO1	

Enclosure (1)

BLACK LION AIRCRAFT HISTORY:

1955	BANSHEE	F-2H3
1957	SKYRAY	F-4D
1960	DEMON	F-3H
1963	PHANTOM	F-4G
1966	PHANTOM	F-4B
1969	PHANTOM	F-4J

BLACK LION AIRCRAFT CARRIER HISTORY:

1955	BON HOMME RICHARD
1959	LEXINGTON
1960	HANCOCK
1965	KITTY HAWK

BLACK LION HOMEBASE HISTORY:

1955	NAS MOFFET
1961	NAS MIRAMAR

Enclosure (1)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Ordnance delivered against the enemy in Southeast Asia (MAR - NOV 1972)

9 - 25 March	1st Line Period - 193 tons
3 April - 22 May	2nd Line Period - 363 tons
1 - 27 June	3rd Line Period - 98 tons
8 July - 4 August	4th Line Period - 145 tons
15 August - 5 September	5th Line Period - 151 tons
15 Septimber - 2 October	6th Line Period - 118 tons
12 October - 5 November	7th Line Period - 114 tons

Total Ordnance Expended - 1132 tons

~~CONFIDENTIAL~~

FIGHTER SQUADRON TWO ONE THREE
FPO SAN FRANCISCO 96601

31 DECEMBER 1973

DELISTED ROSTER

<u>NAME</u>	<u>RATE</u>	<u>SSN</u>
(b) (6)	AN	(b) (6)
	AO3	
	AA	
	SDSN	
	AN	
	AMSC	
	ADJ2	
	AMH2	
	AECS	
	AT2	
	ADJ2	
	BM1	
	AVCM	
	AME3	
	AQCS	
	AA	
	AA	
	ADJ3	
	AE3	
	AQ2	
	ADJ3	
	PR2	
	AR	
	ADJAN	
	YN3	
	SDSN	
	ADJ3	
	AN	
	SD2	
	AQ2	
	AEAN	
	ADJC	
	AE2	
	AMS3	
	AA	
	AMS3	
	ATC	
	AN	
	AA	
	AQAE	
	AMS3	
	AQ3	
	BM1	
	AT1	
	AA	
	AOL	
	AT2	

Enclosure (1)

NAME

RATE

SSN

(b) (6)

(b) (6)

AT3
HM2
PNSA
AMS3
AE2
AMS3
AMS1
AMH3
AZ3
YN1
CS2
ADJC
AN
AME3
AO2
ATAN
AOC
AOAN
CS2
AA
AMH3
AQ3
YN2
AA
AMH2
AN
ARAN
AME2
ARAN
ADJ1
AO3
AMH3
ADJ3
AME3
SN
AK1
AQ1
AN
AA
YN1
ARAN
ADJ3A
AQ3
AE2
AE2
ADJ3
CS2R
AMH1
AMH1
AA

Enclosure (1)

NAME

(b) (6)

NAME

NAME

(b) (6)

AEAN
AMH2
AE3
AOAA
AT2
ADJAA
ADJ2
AN
AQ3
AQAN
AOAN
ASM3
AO2
AMSAN
PRAA
AQ2
AA
PRI
AMH3
AMH2
AA
AN
ADJ3
ADJ3
AN
AA
AME3
AZ2
PNSN
AE2
YN2
AN
ADJ2
AQ3
AA
AN
AN
AE1
ADJ3
AO1
AE1
AO1
DK3
AN
YN3
AMCS
PN3
AT3
AMS2
AMS3
AQ2
AQ2

Enclosure (1)

SECRET

(b) (6)

SECRET

SECRET

(b) (6)

AQ2
ADJAA
AQ2
AMEAN
AT2
ACAA
AQ3
ACAA
AKAN
AME1
AMHAN
AE1
AQ1
PR3
AMHAN
AN
SN
AR
ADJ2
ADJ2
AME3
AQ2
AN
PN1
AME3
AN
ADJ2
AT3
PN2
AT2
AMS2
ADJ2
ADJAA
AZ3
SD3
AEAN
AN
AT2
AFCM
AO3
AA
AN
AME3
AME2
AK2
ADJ3
AOAN
AME2
AN

Enclosure (1)

NAME

(b) (6)

NAME

ADCS
AA
AN
AME3
AA

NAME

(b) (6)

Enclosure (1)